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GOOD ROADS MOVEMENT GIVEN IMPETUS AT FINE MEETING

PROMINENT CITIZENS OF VALLEY UPON
RECORD FAVORING CONSTRUCTION MAIN
LINE HIGHWAYS--NEXT MEETING MONDAY

The meeting called at the Water Users' building yesterday morning, to consider ways and means for improving the wretched condition of the roads in this county, and to work out some practical plan for a bond issue to remedy this condition, was very largely attended by representative citizens from all parts of the valley.

J. H. Cook, chairman of the Good Roads committee, presided at the meeting, and reported on the definite work which the Good Roads committee has thus far accomplished; presented a map outlining a system of main highways, which would put the farmers in all parts of the valley in close connection with a hard and permanent roadway, and reported that the committee, after conferring with the board of supervisors and many other citizens throughout the valley, was strongly of the opinion that the time had come for a real system of good roads, to be built under the supervision of a non-partisan Highway commission, to be appointed by the board of supervisors, and to be paid for through a bond issue not to exceed two million dollars.

The next speaker was Lin H. Orme, who showed the great upbuilding value in a community of a system of good roads, outlined from his long experience in good roads work the great value in a system of permanent highways and the fearful losses to the community in maintaining the present inadequate good roads system. He suggested that the time had come to furnish the people of this great county, roads which would give them the maximum service, and that he believed, with the present prosperous condition of Maricopa county, a bond issue covering such a road system would be approved by the people of the county.

The next speaker was Dwight H. Heard, who stated that he believed a system of economically constructed good roads, laid out on such a basis as to serve effectively the needs of the greatest number of people of Maricopa county, would at this time be very strongly supported. He outlined how such a system of good roads would be a business investment instead of a burden. He suggested that such a system of good roads would be a method of increasing the food production of the valley, and did not believe that sufficient men would be withdrawn from industries in any way hamper the war activities of the Government, which, of course, should be our first thought. He suggested that some plan should be evolved by which, if legally possible, the existing indebtedness of road districts numbers one and two should be refunded as a part of the proposed bond issue, but if this were not possible that such new road work should be done in these already bonded

districts to equalize the present amount of their bonded indebtedness. He further stated that such a highway, by reducing to the farmer the cost per "ton-mile" in hauling his produce to market, should have the very general support of all producers, who are at present severely handicapped in transporting their farm products, owing to the wretched condition of the roads. O. S. Stapley of Mesa stated that at a meeting the day previously of about 65 representative men of that district, they had strongly endorsed a bond issue up to two million dollars, and had appointed a committee of six to attend the meeting, and that on behalf of Mesa, he promised strong support for the proposed bond issue. He outlined very clearly how, from the standpoint of the business man, as well as from the farmer, such a system of good roads would prove a profitable investment.

Charles Akers said that he came from a district in the county, which had proved its belief in good roads by building more good roads for their assessed valuation than any other district in the county, and then advised his hearers that he referred to the Simms addition, which has recently put in some splendid new paving. He added that he felt sure that after the people of the county had secured the good roads which a two million dollar bond issue would bring, they would be ready for another bond issue for additional roads, and that he felt the time was ripe for working for the bond issue.

T. C. McReynolds, a business man of large experience from Indiana, who has recently settled in the valley and has acquired some very fine ranch property in the Laveen district, outlined how this district alone, in the saving which they would make in hauling their products on a good road, rather than attempt to haul these products over the present roads, would realize each year a sum many times in excess of the interest on a bond issue. He illustrated this by showing that the average farm in his community was producing not less than five tons of alfalfa to the acre; that at present it is costing \$2.50 a ton to haul this hay to town, and that they found with a new concrete road opening up their district, the hay could be hauled to town with a motor truck at \$1.00 a ton, or a saving of \$1.50 per ton, or \$7.50 per acre, per year.

Dr. J. C. Norton presented some very interesting figures, showing on the basis of the present assessed valuation of the valley, that the average 160 acre ranch was assessed \$100 per acre, or \$16,000, the additional tax on the ranch in the payment of the interest on a two million dollar bond issue would only be about \$20 per year for such a ranch. He brought out the fact that it now costs over \$100,000 to attend to maintaining our present sys-

ASK REPRESENTATIVE GATHERING

On Monday afternoon at 2 o'clock the Good Roads committee of Maricopa county, will hold a most important meeting in the Phoenix Chamber of Commerce building to which it is hoped will come representatives from every voting precinct in the county.

It is very essential that every precinct be represented to talk over the final issues before getting out petitions for it is the desire to have a thoroughly representative gathering present for this discussion. It is hoped that the people of each precinct in the county will name a delegate or delegates to this important meeting so that the Good Roads movement may be started off in a truly enthusiastic and emphatic fashion.

tem of dirt roads, and that an immense amount of this money could be saved and diverted to permanent improvements if the proposed main line highways are constructed.

W. K. Bowen of the board of supervisors stated that the board of supervisors had given this matter very careful consideration and were in favor of the proposed bond issue; that they believed that the heavy traffic would be diverted to the paved roads and result in their being able to make a very much better use of the money now available for road maintenance. He said that the board of supervisors would insist in appointing only such road commissioners as would agree that the money received from the bonds should be expended only for permanent highways. He also suggested that as these roads would probably largely increase automobile traffic, arrangements should be made, if possible, to check speeding and providing for turning all speeding fines into a fund for the maintenance of the highways.

Governor Campbell, who has always been a good roads man, then addressed the meeting and told them that he thought their slogan should be "go ahead," get all the figures, assure themselves that this work would not interfere in any way with the progress of the war, and then build the roads and build them right. He said he thought they would have no difficulty in selling serial bonds as he said the policy of the state would be to go ahead with its good road building to the extent of their power in getting really permanent highways.

Thomas Madlock, state engineer, stated that he believed the best way to handle the work was by making definite contracts, and that he understood the proposed highway commission would be in no way prevented by law from making such contracts, that he believed the proposed bond issue of \$2,000,000 would probably raise the tax rate in Maricopa county about 20 cents, and that this raise would be sufficient to not only pay off the interest, but create a fund for the gradual retirement of the bond issue. He referred to the plans of the state for doing permanent work, and offered on behalf of the state engineering department every possible co-operation in carrying on the good road work proposed in Maricopa county.

In reference to a question from Mr. Stannard as to the total amount of roads proposed, Warren McArthur of the committee, advised that while the original estimates for \$1,500,000 bond issue had been for 97½ miles of permanent highways, the two million bond issue now under consideration would provide for at least 130 miles of permanent roadways, so that with the state work for permanent roads con-

templated, and the present existing permanent highways, Maricopa county would have a system of approximately 160 miles of substantial roadways.

N. W. Dobson, a prominent farmer of the south side, stated he thought the time had come to quit building temporary roads, but to get behind this bond issue and have a system of permanent concrete roads.

Charles McElroy suggested an active campaign of publicity, including maps, so that the fullest information might be given all the people.

Lamar Cobb suggested a condensed statement of facts, which would be published by the committee and kept constantly before the people during the campaign. He stated that he believed conservative figures would show that the present waste through depreciation on vehicles on our present system of roads would pay interest on not less than six million dollars. He further stated that nearly 7,000 motor vehicles were now maintained in Maricopa county, the ownership represented being nearly a quarter of our voting population.

Levi Young made one of the most enthusiastically received speeches of the day, when he rose and said that the people of the Laveen district were ready to vote three to one for the bond issue at any reasonable rate of interest.

A discussion then ensued as to what rate the bonds could probably be sold, during which Mr. Heard stated that there had been recently a drop in the demand for municipal bonds, which had to some extent stiffened up rates, and that very high class municipal bonds were now offered at 5½ per cent and 6 per cent, but that he felt confident that, in view of the splendid asset which Maricopa county possessed of an exceptionally fine credit, she should be able to place her bonds on a 5½ per cent basis.

Mr. Condit, representing the Southwest Cotton company, stated that he felt work on a system of highways would be of great advantage to the cotton producers in view of the fact that it would offer labor to many of the cotton pickers during the months when they could not be working in the cotton industry, and therefore have a most excellent effect in stabilizing the labor supply.

After a further general discussion, Chairman Cook on several occasions stated that he would like to hear from anyone who was opposed to the bond issue, and although he repeatedly asked for expressions from those who might not favor the issue, no one arose except in support of the measure.

At the conclusion of the meeting, the committee advised those present that another meeting was called, to of all districts obtained on this good meet at the Chamber of Commerce on roads matter.

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next Monday afternoon, December 24, at 2 o'clock, when full plans would be presented for a complete discussion of all interested citizens, to the end that every opportunity for the fullest discussion might be given and the views of all districts obtained on this good

Do not wait until tomorrow—phone that WANT AD to The Republican and dispose of, or get what you want.

NOTICE TO TAXPAYERS OF TEMPE, ARIZONA
All City taxes become delinquent after December 15, 1917. On account of

a new law, recently enacted, the Town will be compelled to take action for the collection of Town taxes before the first of January, 1918.

Chester L. Cummins,
Tax Collector of Tempe.
Dated Dec. 15, 1917.
(Advertisement)

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